

REMARKS

Claims 1-16 are now present in this application, with new claims 10-16 being added by the present Preliminary Amendment. It should be noted that the amendments to original claims 1-9 of the present application are non-narrowing amendments, made solely to place the claims in proper form for U.S. practice and not to overcome any prior art or for any other statutory considerations. For example, amendments have been made to broaden the claims; remove reference numerals in the claims; remove/change any phrases unique to European practice; remove multiple dependencies in the claims; and to place claims in a more recognizable U.S. form, including the use of the transitional phrase "comprising" as well as the phrase "wherein". Other such non-narrowing amendments include placing apparatus-type claims (setting forth elements in separate paragraphs) in a more recognizable U.S. form. Again, all amendments are non-narrowing and have been made solely to place the claims in proper form for U.S. practice and not to overcome any prior art or for any other statutory considerations.

CONCLUSION

Accordingly, in view of the above amendments and remarks, an early indication of the allowability of each of claims 1-16 in connection with the present application is earnestly solicited.

Should there be any outstanding matters that need to be resolved in the present application, the Examiner is respectfully requested to contact Donald J. Daley at the telephone number of the undersigned below.

If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any overpayment to Deposit Account No. 08-0750 for any

New PCT National Phase Application
Docket No. 32860-001013/US

additional fees required under 37 C.F.R. § 1.16 or under 37
C.F.R. § 1.17; particularly, extension of time fees.

Respectfully submitted,

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New PCT National Phase Application
 Docket No. 32860-001013/US

SUBSTITUTE SPECIFICATION

Description

**LARGE-CAPACITY VEHICLE FOR TRANSPORTING PEOPLE, IN-
 PARTICULAR ESPECIALLY A RAIL VEHICLE, HAVING COMPRISING CAR-
BODIES CARRIAGES WHICH THAT ARE CONNECTED IN AN ARTICULATED
FASHION MANNER**

[0001] This application is the national phase under 35
U.S.C. § 371 of PCT International Application No.
PCT/EP2004/008823 which has an International filing date of
August 6, 2004, which designated the United States of America
and which claims priority on German Patent Application number
103 43 536.0 filed September 19, 2003, the entire contents of
which are hereby incorporated herein by reference.

Field

[0002] The invention generally relates to a large-capacity
vehicle for transporting people, ~~especially for example a rail~~
vehicle,—. For example, it may relate to one which has
carriages (such as car bodies, for example) ~~car bodies~~ which are
coupled by articulated connections, at least two ~~car~~
~~bodies~~ carriages of which are respectively supported on a bogie
or set of running gear (undercarriage), wherein all the
articulated connections permit turning movements of the ~~car~~
~~bodies~~ carriages about the vertical axis when cornering,—and.
Further, in a vehicle which has more than three parts, at least
one articulated connection is embodied in such a way that the
vehicle can carry out pitching movements about the transversal
axis when traveling through a depression or over an elevation.

Background

[0003] In the periodical Der Nahverkehr [Local Transportation], No. 6/1996, pages 48 to 53, an innovative shell construction for a modular tram vehicle is described. In the four-part prototype vehicle which is shown in Figure 2 of this reference a car body which is configured in the manner of a bridge (central module) is connected in an articulated fashion to two ~~ear-bodies~~carriages which are each supported on a dual-axle set of running gear (dual-axle running gear modules). The prototype vehicle also has a car body which rests on a single-axle set of running gear (single-axle running gear module).

~~[0003]~~ The lower articulated connections ~~comprise~~include vehicle joints which can move in a spherical fashion and are rigidly connected to the ~~ear-bodies~~carriages by ~~means of~~ brackets. These lower joints, which are disclosed as an assembly in, for example, DE 101 39 970 A1, permit pivoting movements and in theory also pitching and rolling movements. The first embodiment of the above joints which is

New PCT National Phase Application
Docket No. 32860-001013/US

~~[0004]~~—arranged between the central module and the two dual-axle running gear modules in the prototype vehicle only permit a_

[0004] pivoting movement about the vertical axis (z axis).

[0005] A second embodiment of the above joint which is arranged between the car body with the single-axle running gear module and the central module in the prototype also permits the vehicle to carry out a pitching movement about the transversal axis when traveling through a depression or over an elevation. With this second embodiment of the joints, the ~~ear bodies~~carriages are connected by ~~means~~way of a transversal connector which acts on a respective bracket of the two ~~ear bodies~~carriages.

[0006] In the modular vehicle explained above and also in other so-called multi-joint vehicles - see in this respect the periodical Railway Gazette 2003, pages 57 to 64, for example Fig. 4 "Dresden NGTD 6", Fig. 6 "Citadis" and Fig. 7 "Cityrunner" - joints are therefore used which permit either only pivoting of the ~~ear bodies~~carriages about the vertical axis or pivoting and pitching of the ~~ear bodies~~carriages about the vertical axis or about the transversal axis. In certain track situations (such as in particular elevations in the track in bends or twists in the track) torsion may occur in the ~~ear bodies~~carriages resulting in high stresses on the structure of the ~~ear bodies~~carriages. Even if the ~~ear bodies~~carriages are dimensioned to cope with these high stresses, overloading and damage to the car body structures when traveling cannot be ruled out.

[0007] ~~The~~At least one embodiment the invention is therefore based on ~~the~~an object of embodying a large-capacity vehicle with the generic features in the simplest possible way such that overloading and damage to the car body structures are reliably avoided in all track situations.

~~[0008]~~ ~~This~~ An object ~~is~~ may be achieved according to at least
one embodiment of the invention in such a way that one of the
articulated connections has a connecting element which_

[0008] is embodied and connected to two ~~ear-bodies~~carriages in such a way that pivoting and rolling movements about the longitudinal axis of the vehicle are made possible. The connecting element can be embodied as a rigid connector rod and can be connected to the two ~~ear-bodies~~carriages via ball and socket joints. Alternatively, it is possible to connect the connecting element as a twistable connector rod and to connect it to the two ~~ear-bodies~~carriages via single-axle joints.

[0009] Since, according to at least one embodiment of the invention, one of the articulated connections permits a pivoting and rolling movement of the ~~ear-bodies~~carriages, the wagon bodies are advantageously not subjected to any torsional stress which could cause damage.

BRIEF DESCRIPTION OF THE DRAWINGS

~~[0010] Advantageous refinements of the invention are specified in the subclaims.~~

[0010] The invention will be described in more detail below with reference to ~~exemplary~~example embodiments which are each illustrated in their basic form in the drawings.

[0011] Figs 1 to 3 show two ~~ear-bodies~~carriages of a rail vehicle with a first embodiment of the articulated connection according to the invention, Fig. 1 showing shows the neutral position, Fig. 2 ~~showing shows~~ a pure rolling movement and Fig. 3 ~~showing shows~~ a pure pivoting movement.

[0012] Fig. 4 shows two ~~ear-bodies~~carriages of a rail vehicle with a second embodiment of the articulated connection according to the invention in a neutral position.

New PCT National Phase Application
Docket No. 32860-001013/US

~~{0014}~~ [0013] Figs 5, 6 and 7 each show different embodiments and arrangements of a component for limiting the rolling movements_

using the example of the first embodiment of the articulated connection according to Fig. 1.

DETAILED DESCRIPTION OF THE EXAMPLE EMBODIMENTS

[0014] The ~~ear-bodies~~carriages 6, 7 are preferably components of a rail vehicle which is of modular design and has, for example, a total of three, five or more ~~ear-bodies~~carriages. The car body 6 can be supported on a bogie or set of running gear, while the car body 7 is embodied in the manner of a bridge and is borne by the supported car body 6 and a further supported car body (6) which is arranged to the right of the bridge-like car body 7 in the plane of the drawing in Figs 1 to 7. However it is also conceivable to support all the ~~ear-bodies~~carriages on bogies or sets of running gear.

[0015] All the ~~ear-bodies~~carriages of the multi-part rail vehicle are coupled by ~~means-way~~ of articulated connections which permit turning movements of the ~~ear-bodies~~carriages about the vertical axis when the vehicle travels through a bend. In a rail vehicle which has more than three parts, at least one articulated connection is embodied in such a way that the vehicle can carry out pitching movements about the transversal axis when traveling through a depression or over an elevation. So that rolling movements of the ~~ear-bodies~~carriages 6, 7 about the longitudinal axis of the vehicle are also permitted, the articulated connection shown has a connecting element 2 which, according to Figs 1 to 3 and 4 to 7, is embodied as a rigid connector rod and is connected to the two ~~ear-bodies~~carriages 6, 7 by ~~means-way~~ of ball and socket joints 3, 4.

~~**[0015]**~~ In the alternative embodiment which is shown in Fig. 4, the connecting element 2 is embodied as a twistable connector rod and is connected to the two ~~ear-bodies~~carriages 6, 7 by ~~means-use~~ of single-axle joints 8, 9. In the lower region, the ~~ear-bodies~~carriages 6, 7 are coupled by ~~means-use~~ of a vehicle

New PCT National Phase Application
Docket No. 32860-001013/US

joint 1 which can move in a spherical fashion. One of the rotational axes which is formed by the ball and socket joints 3, 4 or by the single-axle joints 8, 9 and the rotational axis of the vehicle joint 1_

[0016] preferably lie on the same vertical axis 10. As a result of this, satisfactory pivoting about the vertical axis is possible.

[0017] The rolling movement is basically limited by the length of the connecting element 2. However, it is recommended to limit the rolling movements by a component 5 which has a damping function and includes the function of a stop. Furthermore, the component 5 can have a spring-loading function. According to Fig. 5, the component 5 acts on the two ~~ear-bodies~~carriages 6, 7. According to Figs 6 and 7, the component 5 can also be arranged in such a way that it acts on one of the ~~ear-bodies~~carriages 6, 7 at one end, and on one of the ball and socket joints 3, 4 at the other. The arrangements, shown in Figs 5 to 7, of the component 5 which limits the rolling movements can readily be transferred to the second embodiment of the articulated connection according to at least one embodiment of the invention which is illustrated in Fig. 4.

[0018] Example embodiments being thus described, it will be obvious that the same may be varied in many ways. Such variations are not to be regarded as a departure from the spirit and scope of the present invention, and all such modifications as would be obvious to one skilled in the art are intended to be included within the scope of the following claims.